

MONSTER RECEIPTS.

Over 100,000 Barrels Herring Brought Here This Season.

CHIEFLY FROM NEWFOUNDLAND.

Receipts Largest in History of the Industry.

The Newfoundland herring season just closed has seen the largest amount of herring landed at this port in the history of the prosecution of the industry. The first fare was landed October 11, when the British sch. Al-dine reached here from White Bay with a full cargo of salt herring for Slade Gorton & Co. The first fare in an American bottom came October 31, when sch. Smuggler, Capt. Jerry Cook, arrived with a full fare of salt herring. Sch. Lena and Maud arrived Saturday with the last fare of the season, 125 barrels of frozen herring.

In the prosecution of the industry, four vessels have been total losses, schs. Edward A. Perkins, Golden Hope, and Bessie M. Devine of this port and sch. Landseer of Bucksport, Me. Four vessels were caught in the ice at Bay of Islands and frozen in for the winter and are still there, schs. Arabia, Lewis H. Giles, and Hattie M. Graham of this port and Annie M. Parker of Boston. It is gratifying to note that the fishery was prosecuted this season with no loss of life.

In all, 80 cargoes of herring were brought to this port from Newfoundland for the season, 76,070 barrels being salt herring and 21,325 barrels being frozen, a total of 97,395 barrels, the largest amount ever brought here in one season.

The receipts of herring from the Maine coast at this season will raise the total amount of herring received here for the season of 1904-5 to over 100,000 barrels.

DEEP SEA ANIMALS.

How Those Who Live Below All Vegetation Get Their Food.

"Naturally the fish of the deep portions of the ocean are carnivorous, no vegetable life being found below 200 fathoms," writes W. S. Harwood in Harper's Magazine. "In the Atlantic ocean the vast Sargasso sea, containing 3,000,000 square miles of surface—a great marine prairie as large as the whole of the United States exclusive of Alaska and dependent islands—affords vegetable food for uncountable animals, which in their due time die and are precipitated to the depths, their bodies in turn to be eaten by the animals which live far below all vegetation. So it is throughout the whole ocean; animal life is constantly falling from the surface waters for the support of the animal life of the abyss. A very large number of the deep sea animals are exceedingly tenuous or translucent in form—so to put it—having no special organs of nutrition, but taking in their nourishment through the walls of their bodies, appropriating from the water the food which suits them. Some of them have a bony structure, a skeleton, which they form also from the water, silica and carbonate of lime being the chief skeleton forming materials."

Sealing Fleet Starts.

A despatch from St. John's N. F., Saturday, says:

A sealing fleet of 22 steamers, carrying 3800 men, will sail at daylight tomorrow in the annual hunt for hair seals among the ice floes along the coast. Twenty will cruise north in Labrador waters and two will enter the gulf of St. Lawrence. The weather has been very stormy lately and it is expected the cruise will prove an arduous one.

Boxed Herring.

Sch. William Keene is at this port from Cutler, Me., with a large cargo of boxed herring from Mr. Gilman N. Williams' plant. Part of the cargo will be landed here and part at Boston.

DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Estelle S. Nunan, shore.
Sch. Marguerite, shore.

Today's Fish Market.

Board of Trade prices for salt and fresh fish:

Salt fish, handline Georges cod, \$5.00 per cwt. for large, \$4.00 for medium; trawl Georges cod, \$4.25 for large, \$3.25 for medium; trawl Bank cod, \$4.00 for large, \$3.50 for medium; hake, \$1.25; pollock, \$1.25; haddock, \$1.75; large cusk, \$2.50.

Fresh fish, large cod, \$2.50; medium cod, \$2.00; all cod caught to the eastward of La-Have bank, \$2.25, medium \$1.75; cusk, \$1.75; Eastern haddock, \$1.25; hake, 90 cts.; pollock, 70c; snapper codfish, 60 cts.; snapper cusk, 60 cts.

Outside sales salt Georges cod, \$5.50 per cwt. for large and \$5.00 for mediums.

Outside sales fresh hake, \$1.00.

Outside sales fresh haddock to split, \$1.35.

Bank halibut, 11 cts. per pound for white and 9 cts. for gray.

Boston.

Sch. Olive F. Hutchins, 2000 haddock, 2500 cod, 2000 cusk.

Sch. Philip P. Manta, 12,000 haddock, 3500 cod, 2000 hake, 2000 cusk, 600 pollock.

Sch. Helen B. Thomas, 6000 haddock, 800 cod, 1000 hake, 200 pollock.

Sch. Manomet, 11,000 haddock, 1000 cod, 1500 hake.

Sch. Mary Edith, 9000 haddock, 1000 cod.

Sch. Henrietta G. Martin, 4000 haddock 1000 cod, 2500 hake, 2000 cusk.

Sch. Mattie D. Brundage.

Sch. Yankee, 13,000 cod.

Sch. Florida, 1200 haddock, 800 cod.

Sch. Gov. Russell, 6000 haddock, 3800 cod, 2500 hake, 1500 cusk, 600 pollock.

Sch. Meteor, 30,000 haddock, 25,000 cod.

Sch. Tecumseh, 12,000 cod.

Sch. Annie Perry, 7000 haddock, 1000 cod.

Sch. Louisa R. Sylva, 14,000 haddock, 200 cod, 5000 hake.

Sch. Maxwell, 3500 cod.

Sch. Hattie F. Knowlton, 3000 cod.

Sch. Flora J. Sears, 6000 haddock, 700 cod.

Sch. Nokomis, 5500 cod.

Sch. Emerald, 4000 cod.

Sch. Stranger, 8000 haddock, 500 cod, 500 hake.

Haddock, \$2 to \$2.75; large cod, \$4 to \$4.50; market cod, \$2 to \$2.50; hake, \$3.50; pollock, \$3.50.

CAPT. MAURICE POWERS

Is Nestor of the Boston Fishing Fleet Skippers.

Thirty-Eight Years Master and Still in Harness.

In point of service and still in harness, Capt. Maurice Powers of the clipper fishing schooner Benjamin F. Phillips of Boston easily holds the palm of the Boston fishing skippers, as he has been skipper of vessels for 38 years and has been in the employ of the fish firm of Benjamin F. Phillips & Son on T wharf the past 23 years, holding shares as well as the command of all the vessels built by this firm, which is now having a 120-footer built at Essex by Oxner & Story. He started his career in 1867 out of Commercial wharf on the schooner Rebecca N. Atwood, and became her skipper in 1877. He took the Alhambra in 1882, Gertie Winsor in 1883, Carrie E. Phillips in 1887, Mary G. Powers in 1892, and the Benjamin F. Phillips in 1901.

In sch. Carrie E. Phillips he won the fishermen's race on April 8, 1888, and had as antagonists the crack sch. I. J. Merritt, Jr., the accredited champion of the fleet at the time, and still fishing out of Provincetown, and schs. John McManus and Roulet. It was on Labor Day of 1901 that he won the Lawson prize of \$1000 in the new sch. Benjamin F. Phillips, and beat the Gloucester flyers Priscilla and Navahoe.

He has been high liner of the fleet of fishermen several years, and has made yearly stocks of over \$30,000.

Fish Were Smothered.

The British Columbia fishermen are discussing the phenomenon of hundreds of tons of dead herring lying at the bottom of the channel near Departure Bay. It is claimed that they were smothered by the very density of their numbers. There was a remarkable run of herring seemingly gasping and panic stricken, leaving thousands of dead in their wake. The dead herring at one spot is estimated at a thousand tons or as much as would be drawn from the harbor by the fishermen during the entire season.

MAGNIFICENT STOCK.

Sch. Elmer E. Gray Has \$24,000 to Her Credit.

High Line of Haddock for This Winter Season.

Sch. Elmer E. Gray, Capt. William H. Thomas, of this port, stocked \$1782 on her haddock trip landed at Boston yesterday. On the previous trip the vessel stocked \$2200, making nearly \$4000 on her last two trips.

During the present winter, Capt. Thomas has made one of the best records in the history of the haddock fishery. Starting early in September, he has landed big fare after big far with astonishing regularity and has very generally been in on a good market.

Since starting in on his fall campaign on the haddock, up to the present time Capt. Thomas has rolled up the magnificent stock of \$24,000. This grand figure is the high line for this winter season and it is also believed to be one of, if not the very best ever made in the haddock fishery for the same length of time.

Capt. Thomas needs no introduction or praise, for he and his splendid record as one of our most successful master mariners is well known wherever a fish is bought or sold on the North Atlantic coast. He is a fisherman of the first water, a man combining the qualities of hustling and judgment and is an honored and respected citizen. To his army of friends the news of his good work will be received with feelings of congratulation.

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SEINERS AND SALT BANKERS.

Both Fleets Will Be Larger
Than Last Year.

VESSELS ARE NOW FITTING.

List of Crafts Which Will Com-
prise the Two Fleets.

The vessels comprising the two fleets which prosecute Gloucester's most sure as well as the most speculative branches of the fisheries, the salt bank cod fishery and the mackerel seining, are now just gone or getting ready to go, the first to the banks to the eastward, and the latter in the direction of Cape Batteras, each in search of the fish which figure so prominently in the yearly catch. The indications are that both of these fleets will be larger than last year.

The southern seining fleet will begin to get ready for its operations in southern waters this week. The first of the fleet will get away about March 20, and from that on till the second week in April, when about all of the fleet which will market at New York will be gone from home. From all indications the early fleet will be much larger than last year, and already 60 sail can be counted that will be among the early seekers for mackerel schools, and even this large number will probably be increased to larger proportions by a number of others not yet fully determined to go. The early southern fleet will be composed, as far as known, of the following vessels:

Gloucester.

Sch. Bertha and Pearl, Capt. Joseph Smith.
Sch. Norumbega, Capt. John A. McKinnon.
Sch. Nourmahal, Capt. Joseph Lyle.
Sch. Norma, Capt. Benjamin McGray.
Sch. Saladin, Capt. Flar McKown.
Sch. Ingomar, Capt. Wallace Parsons.
Sch. Miranda, Capt. Edward Morris.
Sch. Hattie M. Graham.
Sch. Monitor.
Sch. Lena and Maud, Capt. Fred Carritt.
Sch. Veda M. McKown, Capt. Solomon Jacobs.
Sch. Victor, Capt. John W. McFarland.
Sch. Annie Greenlaw, Capt. M. D. McKown.
Sch. A. M. Nicholson, Capt. Albert Huder.
Sch. Ralph L. Hall, Capt. Frank Hall.
Sch. Faustina, Capt. Augustus G. Hall.
Sch. Diana, Capt. J. m-s McLean.
Sch. George Parker, Capt. Rufus McKay.
Sch. Kentucky, Capt. Eloy Prior.
Sch. Corsair, Capt. George G. Hamor.
Sch. Agnes E. Downes.
Sch. Helen G. Wells, Capt. Augustus Hamor.
Sch. Pin-a, Capt. John F. Vautier.
Sch. Electric Flash, Capt. Samuel Kent.
Sch. Constellation, Capt. Thaddeus F. Morgan.
Sch. Grayling, Capt. Reuben Cameron.
Sch. S. F. Maker, Capt. Campbell Peart.
Sch. Avalon, Capt. Charles Maguire.
Sch. Mary E. Hart, Capt. Eben T. Lewis.
Sch. Lottie G. Merchant, Capt. Christopher Carrigan.

Sch. Harvard, Capt. Roy Kimball.
Sch. Marguerite Haskins, Capt. Ralph Webber.

Sch. Lucania, Capt. Martin L. Welch.
Sch. Smuggler, Capt. Jerry Cook.
Sch. Priocilla Smith, Capt. William J. Corrum.

Sch. Margie Smith, Capt. Nathaniel Smith.
Sch. Dauntless, Capt. Merrill Day.

Sch. Lizzie M. Stanley, Capt. Joshua W. Stanley.

Sch. Leander F. Gould, Capt. Alex McCloud.

Sch. Northern Eagle, Capt. Simeon McCloud.

Sch. David Sherman.

Sch. Vera.

Sch. Braganza.

Sch. Ramona.

New schooner, Capt. Wesley Farmer.

New schooner, Capt. Archibald Devine.

Boston.

Sch. Edna Wallace Hopper, Capt. Almon D. Malloch.

Sch. Seacomet, Capt. Enos Nickerson.

Sch. Rebecca, Capt. Frank Perry.

Sch. Manomet, Capt. William Price.

Sch. Emma W. Brown.

Sch. Mattakesett, Capt. John O'Brien.

Sch. Shenandoah, Capt. James C. Gannon.

Portland.

Sch. John M. Plummer, Capt. George Cushing.

Sch. Maud S.

Provincetown.

Sch. James and Esther, Capt. Samuel T. Hatch.

Boothbay Harbor.

Sch. Natalie B. Nickerson, Capt. John S. Seavey.

Chatham.

New vessel, Capt. Cahoon.

New London, Conn.

Sch. Frank Butler.

The indications are that the salt bank cod fishery will be conducted with vigor this season and already half the big fleet from this port has sailed. The fleet from here will be somewhat larger than last year, and as a whole, an earlier start has been made, the clippers being desirous of being on the banks and ready to fish as soon as possible.

The fleet from this port will number about 50 sail and in addition others may go later which have not as yet been decided upon. Last year the vessels did very well on their first trips, but on the second very poor fares as a rule were secured. It is hoped that the fleet this season may be successful throughout.

The vessels from this port which will comprise as far as known the salt bank fleet this season, are:

Sch. Henry M. Stanley, Capt. James Vanamberg.

Sch. Senator Saulsbury, Capt. Roderick McNeil.

Sch. Madonna, Capt. Robert Wilson.

Sch. Orpheus, Capt. Adolphus Spinney.

Sch. Joan L. Nicholson, Capt. Daniel Ryder.

Sch. S. P. Willard, Capt. Louis Wharton.

Sch. Maggie and May, Capt. Alex. McEachern.

Sch. J. J. Flaherty, Capt. Fred. LeBlanc.

Sch. Georgie Campbell, Capt. Albert Hubbard.

Sch. Tatler, Capt. Alden Geel.

Sch. Arabia.

Sch. Flirt, Capt. Alfred Green.

Sch. Talisman, Capt. Newman Wharton.

Sch. Puritan, Capt. William Harding.

Sch. Judique, Capt. William Goodwin.

Sch. Gladiator, Capt. Joseph Spinney.

Sch. Gossip, Capt. Gilbert Goodwin.

Sch. Meteor, Capt. Alex. Haines.

Sch. Emma E. Witherell, Capt. Thomas Benham.

Sch. Oregon, Capt. William H. Goodwin.
Sch. Maxine Elliott, Capt. Joseph Bonia.
Sch. Carrie W. Babson, Capt. Michael Wise.

Sch. Maryland, Capt. George Tufts.

Sch. Independence II, Capt. Joseph V. Cusick.

Sch. A. E. Whyland, Capt. Fred Morrissey.

Sch. W. E. Morrissey, Capt. Hiram Forbes.

Sch. Elector, Capt. Clayton Morrissey.

Sch. Atoha, Capt. John McInnis.

Sch. Valkrie, Capt. Angus Hines.

Sch. Arkona.

Sch. Horace B. Parker, Capt. Jesse Morton.

Sch. Hazel R. Hines, Capt. Lovitt E. Hines.

Sch. Bohemia, Capt. Ormsby Seeley.

Sch. Columbia, Capt. Clifford Vanamburg.

Sch. Sceptre, Capt. William Larkin.

Sch. Senator Gardner, Capt. Vincent Nelson.

Sch. Dora A. Lawson, Capt. Joachim Murray.

Sch. Alice R. Lawson, Capt. Warren Forbes.

Sch. Helen F. Whitten, Capt. William Morrissey.

Sch. Colonial, Capt. Patrick Shea.

Sch. Argo.

Sch. Parthia.

Sch. Essex, Capt. Leroy Spinney.

Sch. Atalanta, Capt. Richard Wadding.

Sch. Hiram Lowell, Capt. William Wharton.

Sch. Arbitrator, Capt. Wilson Spinney.

Sch. Golden-Rod, Capt. Norman Ross.

Sch. Blue Jacket, Capt. Melvin Spinney.

Among the bankers from other ports which have or will fit out here and sail from here are the sch. Harry A. Nickerson of Boothbay Harbor, Capt. Charles Forbes; sch. Mabel D. Hines of Beverly, Capt. Charles Rudolph; sch. Margaret of Beverly, Capt. Stanley Hines.

Beside the crafts in the above list, it is quite probable that the local fleet will be increased by a few more vessels before all the crafts have got away.

As usual, quite a fleet will go from Bucksport, Boothbay Harbor and Provincetown.

LOBSTER LEGISLATION.

Hearing on Bill of C. E. Davis
Comes Tomorrow.

Before Fisheries and Game Committee at State.

A bill accompanying the petition of Charles E. Davis of Waltham for legislation to prevent the extermination and to increase the natural production of lobsters will be given a hearing before the committee on fisheries and game at the state house tomorrow. The bill is quite lengthy, but the main features of the same may be seen from the following sections:

The first section provides that it shall be deemed unlawful to set or place in the waters of the state of Massachusetts any lobster trap or lobster pot which measures less than inches between all the laths or slats, and also between each sill and each first upper lath or slat, and it shall be deemed unlawful to cross the said laths, slats, et cetera, of said lobster traps or lobster pots with any wire, twine or other netting or its equivalent.

The following sections to provide for the appointment in cities and towns on the sea coast of a sealer or brander of pots, who shall examine and brand all pots and receive therefor two cents for each pot so branded, the state to furnish the sealers and branders.

The bill also provides that cunner traps, one for every ten lobster pots, may be set and shall be sealed and branded in the same manner as the lobster pots.

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The bill gives the sealers power to confiscate and destroy all pots or traps not built in accordance to the provisions of the bill or not properly sealed or branded.

The closing sections are as follows:

Section 9. That the state of Massachusetts in order to do its own share toward increasing the natural production and increase of the lobster, hereby removes the measurement from lobsters and places the said measurement upon lobster traps, where it should have been placed fifty years ago, according to an expert study of the subject.

Section 10. That on and after January 1, 1906, no lobsters found caught or taken in the waters within the jurisdiction of the state of Massachusetts shall be subjected to measurement by any warden, officer or other person.

Section 11. That this act shall go into effect on its passage on and after January 1, 1906, and remain in force until January 1, 1911.

In a communication to the TIMES regarding his bill, Mr. Davis states that in answer to a letter to Commissioner Field in regard to the bill, that official wrote him that the idea of placing the responsibility on the pot rather than on the measure was in his opinion a valuable one. It would provide for the protection of the adult lobster and the catching of those of marketable size, protecting also those below, say nine inches, and protecting those above, about ten and one-half inches.

Mr. Davis also states that the style of trap proposed in his bill was given a trial on the Maine coast as an experiment, being placed in the middle of a string of 15 pots of the old style, and that it actually caught 16 times less short lobsters and two and three-quarters times more count lobsters than any trap in the string.

RECIPROCAL TREATIES.

Federal Relations Committee Favor Gov. Douglas' Recommendations.

(Special to the TIMES.)

State House, Boston, March 13, 1905.—The committee on federal relations unanimously reported a resolution on Gov. Douglas' recommendation for a reciprocal treaty between the United States, Canada and Newfoundland.

The resolve provided for freer trade relations between these countries as soon as it is possible to secure such without injury to American agriculture, American labor or American industries and without sacrificing the American policy of protection.

The committee also reported a resolution that the General Court of Massachusetts favors the removal of the duty on hides.

Large Cod.

The New York Fishing Gazette says that a cod recently landed at Grimsby, Eng., by a trawler, was 49 inches long, 46 inches around the shoulders, and scaled 93 1-2 lbs. A magnificent specimen.

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DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Olga, Georges, 80,000 lbs. fresh fish.
Sch. Eglantine, (corrected), 5000 lbs. halibut, 14,000 lbs. cod, 50,000 lbs. fresh cod.
Sch. Marguerite, shore, 2000 lbs. fresh cod.

Today's Fish Market.

Board of Trade prices for salt and fresh fish:

Salt fish, handline Georges cod, \$5.00 per cwt. for large, \$4.00 for medium; trawl Georges cod, \$4.25 for large, \$3.25 for medium; trawl Bank cod, \$4.00 for large, \$3.50 for medium; hake, \$1.25; pollock, \$1.25; haddock, \$1.75; large cusk, \$2.50.

Fresh fish, large cod, \$2.50; medium cod, \$2.00; all cod caught to the eastward of La-Have bank, \$2.25, medium \$1.75; cusk, \$1.75; Eastern haddock, \$1.25; hake, 90 cts.; pollock, 70c; snapper codfish, 60 cts.; snapper cusk, 60 cts.

Outside sales salt Georges cod, \$5.50 per cwt. for large and \$5.00 for mediums.

Outside sales fresh hake, \$1.00.

Outside sales fresh haddock to split, \$1.35.

Bank halibut, 12 cts. per pound for white and 10 cts. for gray.

Boston.

Sch. Maude F. Silva, 18,000 haddock, 500 cod, 600 hake, 2500 cusk.

Sch. Richard Wainwright, 22,000 haddock, 35,000 cod.

Sch. Evelyn L. Smith, 11,000 haddock, 1200 cod, 1000 hake, 300 pollock

Sch. George H. Lubee, 300 haddock, 9500 cod.

Sch. Ramana, 2000 haddock, 700 cod.

Sch. Gertrude, 40,000 haddock, 20,000 cod.

Sch. John M. Keen, 8000 haddock, 300 cod.

Sch. Walter P. Goulart, 12,000 haddock, 1000 cod, 1000 hake.

Sch. Squanto, 35,000 halibut.

Sch. Seacomett.

Sch. Rapidan, 2000 cod.

Sch. Louisa Cabral, 9000 haddock, 400 cod, 800 hake.

Sch. William A. Morse, 5000 haddock, 1000 cod, 1000 hake.

Sch. Sadie M. Nunan, 2000 haddock, 1000 cod, 2000 hake, 2000 cusk.

Sch. Sylvia M. Nunan, 6000 haddock, 300 cod.

Sch. Two Forty, 9000 cod.

Sch. Viking, 700 haddock, 2000 cod, 10,000 hake, 5000 cusk.

Sch. Rose Standish, 26,000 hake.

Sch. Mattakesett, 30,000 haddock, 10,000 cod.

Sch. Selma, 19,000 haddock, 45,000 cod.

Sch. Rose Cabral, 8000 haddock, 2000 cod, 1000 hake.

Sch. Genesta, 7000 haddock, 2000 cod, 500 hake.

Sch. Mary Cabral, 6000 haddock, 5000 cod, 500 hake.

Sch. Mertis H. Perry, 8000 haddock, 4000 cod.

Sch. Harvester, 20,000 haddock, 5000 cod.

Haddock, \$2 to \$2.50; large cod, \$3 to \$4; market cod, \$2 to \$2.50; hake, \$3.

Good Farer.

Sch. Tacoma, Capt. Adelbert Nickerson arrived from the Banks this noon with a big fare, 28,000 pounds of halibut

Sch. Eglantine, Capt. Oscar Benson, also arrived this noon with a fine fare, 5000 pounds of halibut and 45,000 pounds of fresh and salt cod.

As halibut are the highest price of the winter and codfish are also a good price, both vessels will make big stocks.

TO SHIP FROM POINT JUDITH.

Newport Fish Men Considering a Time-Saving Plan.

It was reported at Newport yesterday that the combination of twelve fishing companies which ship practically all the fresh fish from that port, will in the near future land the greater part of the catch at Montauk Point, and by use of the railroad there, reduce the time into New York by nearly half a day, while still more time will be saved on shipments further south.

A director in one of the companies residing in that city, admitted last night that the matter was under consideration.

The spring fishing between Montauk Point and Gay Head, especially the catch of scup and mackerel, has increased considerably during the past ten years, and during May and June the shipment by the boat to New York averages nearly 1000 barrels daily. The fish, however, does not reach the market until noon the next day, and sometimes considerably later.

VERY BAD WEATHER.

Capt. Nickerson Says It Gets Worse Instead of Better.

Capt. Adelbert Nickerson in sch. Tacoma, arrived from the southern edge of Grand Bank yesterday afternoon with a fine halibut fare. Bad weather prevented him from securing the banner trip of the season, as the whole 30,000 pounds were taken in four nets, all the vessel was able to make on her whole trip, and 15,000 pounds of fish were secured on the last set. But Capt. Nickerson says the weather, which had been almost constantly bad, began to get even worse and there was no chance to get another set, so they were obliged to leave where they knew was good fishing if they only had a chance to put out their trawls, and come home.

SHORT LOBSTER PLANS.

Bill for Shipments from Nova Scotia Warmly Opposed.

The legislative committee on fisheries and game had several matters for hearings yesterday morning, all intended to relax somewhat the present lobster protective laws. The first measure taken up was to authorize the importation into the state from Nova Scotia of short lobsters from December to April. It was advocated by J. A. Young of a Boston wholesale lobster firm, on the ground that it applied to a season when there was practically no lobster fishing being carried on here, and there was difficulty in supplying the market. It was intimated also that the present law was violated, in that shipments were made direct from Nova Scotia to New York by Boston firms, who had the consignments redirected en route to different addresses.

The opposition was vigorous and came from all along the coast, from Marblehead to Seabate, the claim being refuted that there was no fishing in the winter season. F. M. Johnson, a Boston wholesale dealer, opposed the bill as being a mistake in judgment.

Representative Jenney of Mattapoisett had a delegation of fishermen of the Buzzard bay section in favor of a law reducing the legal length to nine inches. He claimed that the nine-inch law in Rhode Island only a few miles away made matters very unfair for them. It was practically admitted that the law was violated and the shorts rushed over into Rhode Island. Both measures were opposed by Charles M. Bryant of Quincy for the Fish and Game Protective League.

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Improve What We Have.

The plan of Dr. Field, the fish and game commissioner, to make our abandoned and undeveloped ocean flats pay through the cultivation of shell fish, as our abandoned farms have been compelled to pay through the cultivation of chosen crops, sounds like business. If 10 clams can be induced to grow where there is now one clam, and if oysters can be coaxed to thrive where there is nothing but the tenantless oyster bed, the state, our fishermen, and our fish-eaters are to be the gainers. Altogether, the Field programme reads like a Japanese measure to improve what we have before we sigh for what we have not.—Boston Record.